LEGEND

Existing Lanes

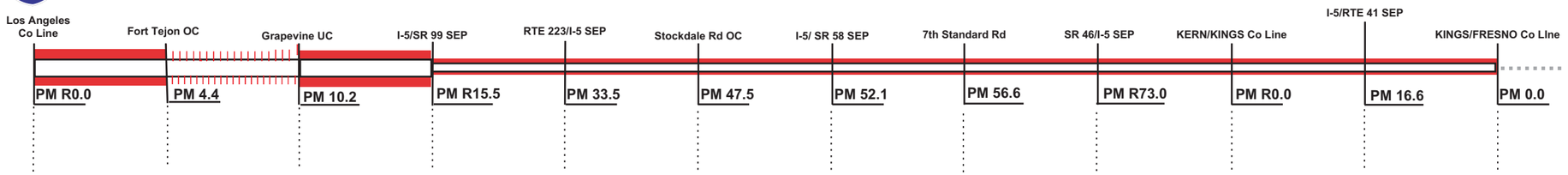
Planned or Programmed by 2030

Add Through Lanes

Add Auxiliary Lanes

* Length of Segments Not to Scale

Number of Lanes: 4, 6, 8, 10



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

*Concept Facility meets Concept LOS.

** Deficient-Concept Facility does not meet Concept LOS .

+The ultimate ROW is generally the same as the existing ROW.

++ (AUX) Auxiliary lanes are truck climbing lanes.

^ 99P Median is variable width - greater than 100' - split alignment.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / Route	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KINGS / 5	KINGS / 5
Description Begin	LA CO LINE	FT TEJON OC	GRAPEVINE UC	RTE 99/I-5 SEPARATION	RTE 223/I-5 SEPARATION	STOCKDALE RD OC	RTE 58/I-5 SEPARATION	7 TH STANDARD RD	RTE 46/I-5 SEPARATION	KERN/KINGS CO LINE	RTE 41/I-5 SEPARATION
Description End	FT TEJON OC	GRAPEVINE UC	RTE 99/I-5 SEPARATION	RTE 223/I-5 SEPARATION	STOCKDALE RD OC	RTE 58/I-5 SEPARATION	7 TH STANDARD RD	RTE 46/I-5 SEPARATION	KERN/KINGS CO LINE	RTE 41/I-5 SEPARATION	KINGS/FRESNO CO LINE
Postmile Limits Begin/End	R 0.0 / 4.4	4.4 / 10.2	10.2 / R 15.5	R 15.5 / 33.5	33.5 / 47.5	47.5 / 52.1	52.1 / 56.6	56.6 / R 73.0	R 73.0 / R 87.0	R 0.0 / 16.6	16.6 / 26.7
Length (MI)	4.4 MI	5.8 MI	5.3 MI	18.0 MI	14.0 MI	4.6 MI	4.5 MI	16.4 MI	14.0 MI	16.6 MI	10.1 MI
Rural or Urban	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	MOUNTAINOUS	MOUNTAINOUS	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	214.0 / 340.0 FT	218.0 / 400.0 FT	208.0 / 230.0 FT	208.0 / 208.0 FT	208.0 / 230.0 FT	208.0 / 208.0 FT	208.0 / 208.0 FT	208.0 / 208.0 FT	208.0 / 208.0 FT	208.0 / 208.0 FT	208.0 / 240.0 FT
Median Range (FT)	36.0 / 46.0 FT	46.0 / 99P^ FT	36.0 / 99P^ FT	84.0 / 99P^ FT	79.0 / 84.0 FT	79.0 / 84.0 FT	74.0 / 84.0 FT	79.0 / 84.0 FT	84.0 / 84.0 FT	84.0 / 84.0 FT	74.0 / 84.0 FT
Shoulder Range (FT)	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT
Lane Width (FT)	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT
Ultimate ROW (FT)	+ FT	+ FT	+ FT	+ FT	+ FT	+ FT	+ FT	+ FT	+ FT	+ FT	+ FT
Facility: Existing	8F	6F+ 2AUX++	8F	4F	4F	4F	4F	4F	4F	4F	4F
2030 Concept	10F	6F+ 4AUX++	10F	6F	6F	6F	6F	6F	6F	6F	6F
UTC	10F	6F+ 4AUX++	10F	8F	8F	8F	8F	8F	8F	8F	8F
LOS: 2005	C	C	B	B	B	B	B	B	B	B	B
LOS: 2015	F	F	D	C	C	C	C	C	C	C	C
LOS: 2030	F	F	F	E	E	E	D	D	D	C	C
LOS: 2030 Concept	C	C	C	C	C	C	C	C	C	C	C
Deficiency/Year Deficient	2015	2015	2015	2030	2030	2030	2030	2030	2030	N/A	N/A
Project in STIP/RTP (Y/N)	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
LOS W/ Concept Improvement	F**	F**	E**	C*	C*	C*	C*	C*	C*	B*	B*
Directional Split (Peak Hour)	57/43	57/43	57/43	52/48	52/48	52/48	52/48	52/48	52/48	52/48	52/48
AADT: 2005	105,300	105,300	105,300	47,600	51,100	51,100	51,100	50,100	50,100	52,300	52,300
AADT: 2015	154,800	155,800	159,000	70,000	74,100	72,600	70,000	68,600	69 ,100	66,400	65,900
AADT: 2030	227,400	238,000	240,100	102,300	106,300	102,700	96,100	93,700	95,200	83,700	83,200
Peak Hour: 2005	7,370	7,370	7,370	3,330	3,580	3,580	3,580	3,500	3,500	3,660	3,660
Peak Hour: 2015	10,830	10,910	11,130	4,900	5,190	5,080	4,900	4,800	4,830	4,650	4,610
Peak Hour: 2030	15,900	16,660	16,800	7,160	7,450	7,200	6,730	6,550	6,650	5,860	5,820
% Trucks: AADT	28 %	28 %	28 %	29 %	29 %	31 %	31 %	31 %	31 %	30 %	30 %
% Trucks: Peak Hour	9 %	9 %	9 %	14 %	12 %	11 %	11 %	11 %	12 %	7 %	7 %

INTERSTATE ROUTE

LEGEND

Existing Lanes

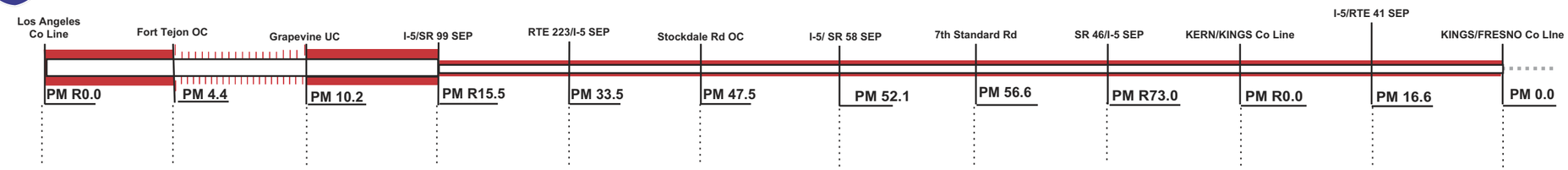
Planned or Programmed by 2030

Add Through Lanes

Add Auxiliary Lanes

Number of Lanes: 4, 6, 8, 10

* Length of Segments Not to Scale



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / Route	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KINGS / 5	KINGS / 5
Description Begin	LA CO LINE	FT TEJON OC	GRAPEVINE UC	RTE 99/I-5 SEPARATION	RTE 223/I-5 SEPARATION	STOCKDALE RD OC	RTE 58/I-5 SEPARATION	7 TH STANDARD RD	RTE 46/I-5 SEPARATION	KERN/KINGS CO LINE	RTE 41/I-5 SEPARATION
Description End	FT TEJON OC	GRAPEVINE UC	RTE 99/I-5 SEPARATION	RTE 223/I-5 SEPARATION	STOCKDALE RD OC	RTE 58/I-5 SEPARATION	7 TH STANDARD RD	RTE 46/I-5 SEPARATION	KERN/KINGS CO LINE	RTE 41/I-5 SEPARATION	KINGS/FRESNO CO LINE
Postmile Limits Begin/End	R0.0 / 4.4	4.4 / 10.2	10.2 / R15.5	R15.5 / 33.5	33.5 / 47.5	47.5 / 52.1	52.1 / 56.6	56.6 / R73.0	R73.0 / R87.0	R0.0 / 16.6	16.6 / 26.7
Lane Length (MI)	4.4 MI	5.8 MI	5.3 MI	18.0 MI	14.0 MI	4.6 MI	4.5 MI	16.4 MI	14.0 MI	16.6 MI	10.1 MI
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lifeline (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	NN	NN	NN	NN	NN	NN	NN	NN	NN	NN	NN
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	No	No	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Plan/RTP LOS Standard	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kern Co LOS for CMP & RTP Regionally Significant System-E	Kings County Defers to Caltrans concept LOS - C	Kings County Defers to Caltrans concept LOS - C
General Plan/RTP Standard Highway Classification	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

INTERSTATE ROUTE 5

LEGEND

Existing Lanes

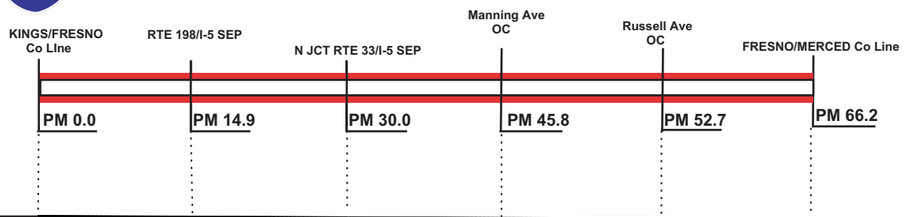
Planned or Programmed by 2030

Add Through Lanes

Add Auxiliary Lanes

* Length of Segments Not to Scale

Number of Lanes: 4, 6, 8, 10



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

*Concept Facility meets Concept LOS.

** Deficient-Concept Facility does not meet Concept LOS .

+The ultimate ROW is generally the same as the existing ROW.

++ (AUX) Auxiliary lanes are truck climbing lanes.

^ 99P Median is variable width - greater than 100' - split alignment.

SEGMENT	12	13	14	15	16
County / Route	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5
Description Begin	KINGS/FRESNO CO LINE	RTE 198/I-5 SEPARATION	N JCT RTE 33/I-5 SEPARATION	MANNING AVE OC	RUSSELL AVE OC
Description End	RTE 198/I-5 SEPARATION	N JCT RTE 33/I-5 SEPARATION	MANNING AVE OC	RUSSELL AVE OC	FRESNO/MERCED CO LINE
Postmile Limits Begin/End	0.0 / 14.9	14.9 / 30.0	30.0 / 45.8	45.8 / 52.7	52.7 / 66.2
Length (MI)	14.9 MI	15.1 MI	15.8 MI	6.9 MI	13.5 MI
Rural or Urban	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	208.0 / 208.0 FT	208.0 / 208.0 FT	208.0 / 208.0 FT	208.0 / 208.0 FT	208.0 / 208.0 FT
Median Range (FT)	82.0 / 84.0 FT	84.0 / 99P^ FT	84.0 / 99P^ FT	84.0 / 84.0 FT	84.0 / 84.0 FT
Shoulder Range (FT)	10.0 / 10.0 FT	2.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT
Lane Width (FT)	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT
Ultimate ROW (FT)	+ FT	+ FT	+ FT	+ FT	+ FT
Facility: Existing	4F	4F	4F	4F	4F
2030 Concept	6F	6F	6F	6F	6F
UTC	8F	8F	8F	8F	8F
LOS: 2005	B	B	B	B	B
LOS: 2015	C	C	C	C	C
LOS: 2030	D	D	D	D	D
LOS: 2030 Concept	C	C	C	C	C
Deficiency/Year Deficient	2030	2030	2030	2030	2030
Project in STIP/RTP (Y/N)	Yes	Yes	Yes	Yes	Yes
LOS W/ Concept Improvement	C*	C*	C*	C*	B*
Directional Split (Peak Hour)	52/48	52/48	52/48	52/48	55/45
AADT: 2005	52,300	52,300	52,300	51,500	49,800
AADT: 2015	69,600	71,100	71,100	69,500	67,200
AADT: 2030	92,600	97,300	96,800	94,200	91,100
Peak Hour: 2005	3,660	3,660	3,660	3,610	3,480
Peak Hour: 2015	4,870	4,980	4,980	4,870	4,700
Peak Hour: 2030	6,480	6,810	6,770	6,610	6,370
% Trucks: AADT	30 %	30 %	30 %	30 %	30 %
% Trucks: Peak Hour	8 %	8 %	8 %	8 %	8 %

INTERSTATE ROUTE

LEGEND

Existing Lanes

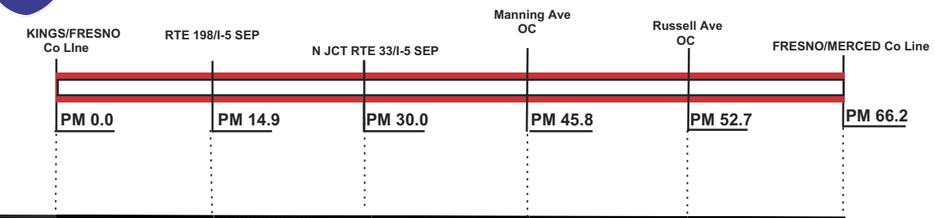
Planned or Programmed by 2030

Add Through Lanes

Add Auxiliary Lanes

Number of Lanes: 4, 6, 8, 10

* Length of Segments Not to Scale



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international marke

SEGMENT	12	13	14	15	16
County / Route	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5
Description Begin	KINGS/FRESNO CO LINE	RTE 198/I-5 SEPARATION	N JCT RTE 33/I-5 SEPARATION	MANNING AVE OC	RUSSELL AVE OC
Description End	RTE 198/I-5 SEPARATION	N JCT RTE 33/I-5 SEPARATION	MANNING AVE OC	RUSSELL AVE OC	FRESNO/MERCED CO LINE
Postmile Limits Begin/End	0.0 / 14.9	14.9 / 30.0	30.0 / 45.8	45.8 / 52.7	52.7 / 66.2
Lane Length (MI)	14.9 MI	15.1 MI	15.8 MI	6.9 MI	13.5 MI
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	Yes	Yes	Yes	Yes	Yes
Lifeline (Y/N)	Yes	Yes	Yes	Yes	Yes
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	NN	NN	NN	NN	NN
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	Yes	Yes	Yes	Yes	Yes
General Plan/RTP LOS Standard	Fresno Co GP prefers LOS C consistent w/Caltrans concept LOS - C	Fresno Co GP prefers LOS C consistent w/Caltrans concept LOS - C	Fresno Co GP prefers LOS C consistent w/Caltrans concept LOS - C	Fresno Co GP prefers LOS C consistent w/Caltrans concept LOS - C	Fresno Co GP prefers LOS C consistent w/Caltrans concept LOS - C
General Plan/RTP Standard Highway Classification	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes